POEMS, HUMOROUS AND PATHETIC. By Thomas Hood, the Younger. Edited, with a Memair, by his stater, Frances Freeling Broderip. London: Chatto & Windows. New York: Scribner, Welford & Armstrong. Mrs. Broderip tells the story of her brother's life in a very sisterly way, and gives a capital insight into the character of the man. He was not baptized "Tom" Hood, as he thought, but was named Thomas, after his father, although Tom was the name he always signed. From his sister's account of him he appears to have Fun. Mrs. Broderip says what she has to say in Fun. Mrs. Broderip says what she has to say in a very agreeable manner, but has the very iominine trick of italicizing her words. There are occasionally emphatic words that may be improved by italics, but as a rule they are as tiresome in a book as is the underscoring in a school giri's letter. Tom's first attempt at editing was while he was yet in knickerbockers. The office was a packing box and the paper printed by the hand of the editor and his sister. Of course there was but one copy of this sheet in an edition. Mrs. Broderip thinks that if Tom's talent for drawing had been cultivated he would have made a fair water colorist and a capital designer on wood. He did do some wood drawing occasionally and illustrated several children's books. Hood received a university education and it was at one time decided to make a clergyman of him; but this was given up, as his tastes and leadings were all another way. He actually did write a sermon or two, which are still in existence. He learned the practical workings of a newspaper office on the Liskeard Gazette, in Cornwall. He was among the early contributors to the Cornhill Magazine, when Thackerny was at the beim, and of him that great man said:—"He is one of the most promising of the young birds who flutter around our Cornhill." Hood filled a temporary clerkship at the War Office at one time, spending his days his deck and his nights in writing for the magazines. He soon gave up the War Office and turned his peaceful thoughts to literature, editing and writing, atil he finally became editor of Fun, a position he beid to the day of his death. One becomes very much interested in this son of a great man, who, if not a great man himself, was a genial gentleman and clever humorist. We give below specimens of his humorous and serious verses. The first is called "A History:"-

There was a man, so legend snys, and he, how strange to tell! Was born upon the very day Whereon his birthday tell. He was a baby first, and then He was his parents joy; But was a man soon after, when He ceased to be a boy.

And when he got to middle life,

None saw him to the other side Of Styx, by Charon ferried; But 'tis conjectured that he died, Because he has been buried.

This is very suggestive of the father. The following called "Ift" is wholly his own :--

Ah, dearest, if our tears were shed Only for our beloved dead; Although our life's left incomplete. Tears would not be so bitter, sweet, As now! ab! no. Ab. dearest, if the friends who die, Alone were those who make us sigh; Although life's current is so fleet, Sighs would not be so weary, sweet, As now! ab! no.

If oft man pain it did not give
To know that our beloved live,
Than learn their hearts have cessed to beat,
Grief would not be so hopeloss, sweet,
As now! sh! no.

We must confess to a preference for this poet's humorous verse, although the foregoing is very pretty. Mr. Hood had the misfortune to be born the son of a famous man. Great things were expected of him from grave. In all probability if his name had not been Tom Hood it would have brought him more lame. His reputation, however, was very plassant and bonest won. We cannot help calling attention to the cover of

this book, which is as beautiful as it is unique. How to Camp Oct. By Joun M. Gould. New York: Scribner, Armstrong & Co.

Nothing could be more timely than Mr. Gould's book, for in it he gives just the sort of advice which campers out most need. It is a little early yet for camping, but it is none too early to begin thinking about it. There is no person, man, woman or child, who does not have the camping out fever, at least once in his life. It certainly is fun, though there are inconveniences connected with it. One puts up with discomforts in tents that he would not tolerate for a moment at home. He cats badly prepared food, sleeps on the hard ground and goes all day with wet feet and calls it joily. There is brother Bob, who growts if there is a wrinkle in the sheet of his bed at home, but who will wrap a blanket around him and sleep on the ground floor of his tent and actually says that it is more comforta, spring mattress. Mr. Gould cautions young men against carrying too much weight if they are tramping and recommends a blanket with articles rolled in it. worn across the shoulders like a sausage link instead of a knapsack. Twenty pounds, he thinks, is as much as any man should carry, to be divided in this way :-Rubber blanket, 314 pounds; stout woollen blanket and hning, 414; knapsack, haversack and canteen, 4; drawers, spare shirt, socks and collars, 2; half a shelter tent and ropes, 2; toilet articles, stationery and small wares, 2; food for one day, 3; total, 20 pounds. Every one who contemplates camping out this summer should read Mr. Gould's little book, though he may not care to follow all of its advice The chapter on etiquette seems to us rather gratui-

Mr. J. W. Bouton, who caters to the very best literary taste in the country, has just become the agent for "Le Costume Historique," a set of 500 plates, with descriptive letter press, published by Messrs. Firmin, Didot & Co., of Paris. The work is issued in parts, of which only two ere as yet published. These show what the work will be when completed, and we have no hesitation in pronouncing it one of the most sumptuous and attractive books of costume ever published It will consist, when finished, of 500 plates, 300 of which are in colors, gold and silver, and 200 in improved tinted lithography, representing authentic examples of the costumes and ornaments of all times among all nations, with specimens of choice furniture, glass, ornamental metal work, arms, armor, &c., the whole edited by M. A. Racinet, with explanatory text in French. Evidently no pains have been spared to make this work complete. The subject allows of the most generous treatment, and the illustrathis work will have sost M. Didot when finished the sum of \$100,000. It will be completed in twenty parts published at intervals of two months. Each part con tains twenty-five plates, and come in large or small portfolios according to the price, the small being \$4 50 a part, and the large \$9; the difference being in the size and tint of the paper.

LITERARY CHIT-CHAT.

Mr. John Bigelow has issued through Scribner & Armstrong & Co.'s press "The Wit and Wisdom of Hayti," being a collection of proverbs and shrewd sayings picked up among the Haytians of African de-

Miss Jewett's new book, "Deephaven," from Osgood's press, is a fresh description of a summer vaca-tion in a picture que New England seaside town. The literature of cooking is getting to be something

vast. Over a dozen new cook books appeared last year, and this month gives us "Housekeeping in Old Virginia," by Marion C. Tyfee; "Six Little Cooks; or, Aunt Jane's Cooking Class," and Miss Juliet Corson's "Cooking Manual."

We are to have a new "Treatise on Lightning Protection," illustrated, by Henry W. Spang, from Clax-

ton's Philadelphia pross.

Gail Hamilton's forthcoming book bears the prob lematical title, "First Love Is Best," and will appear May 15 from Estes & Lauriat's press, Boston.

The literature of university history will shortly be enriched by two volumes on the "History of the College of New Jersey," by Dr. John McLean, ex-president of that institution.

has opened with as little promise in the book trade as has been known for at least a quarter of a century." Disraeli's (now Beaconsfield's) novels are all to be

reprinted in London at two shillings each. Mr. Boddam-Whetham has in press an illustrated volume of travels, entitled, "Across Central America." Thomas Campbell's birthplace was Glasgow, and that city, of half a million people, has erected to him

the centennial of the poet's birth.

John Hill Burton, who wrote the best history of cotland, has in press a volume on "The Reign of

Hater," will be finished and published in book form in

Queen Anne."

to be discussed, is Mr. Samuel P. Day's "Burial Re-form," just out in London.

Mr. Ruskin is publishing, in his favorite style of shilling numbers, his new book, "St. Mark's Rost," a history of Venice, written for the help of the few ravellers who still care for her monuments.

Mr. M. O'Connor has taken "The Life of Lord Besconsfield," in two volumes, octavo.

Dr. C. A. Gordon has published "Our Trip to Bur-mab, with Notes on that Country." A beautifully

"The Wept of Weathesly," a powerful novel, by Mr. R. Davey, and published in the Spirit of the Times, is to be issued in book form. The time of the story is the reign of Charles II., and the plague and great fire in

Country Quarters. A love story by the "Countess of Blessington." Three English volumes complete in one. Nessra, T. H. Peterson & Brothers, Philadelphia.
The Man of Pive Wives. A movel, by Alexander Dumas. Messra, T. H. Peterson & Brothers, Philadelphia.
Two Men of Sandy Bar. A drama, by Brete Harte. Messra James R. Oscood & Co., Boston. Deephaven. A history of American out door life, by Sarah O. Jewett. Messra, James R. Osgood & Co., Boston.

MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON, April 16—1 A. M.

For New England and the Middle States, slightly warmer, east to south winds, talling barometer and clear or fair weather during the day. For the South Atlantic and Gulf States, Tennesse

and the Ohio Valley, warmer and clear or partly cloudy

weather, with light southeast to southwest winds and slowly falling barometer during the day.

For the lake region, warmer, partly cloudy weather and light local rains, with variable winds, mostly from east to south, and in the easterly portions falling ba-

rometer.
For the Upper Mississippi and Lower Missouri valleys, continued low barometer, with variable winds, shifting to southwest and northwest, partly cloudy

weather and slight changes in temperature. The Mississippi River will fall at stations above Memphis and rise slightly at stations below. The Ohio, Tennessee, Cumberland and Savannah rivers

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy,

3 A. M 54	39	3:30	P.	M		60	63
6 A. M 49	29	6	P.	M		58	54
9 A. M 53	46	9	P.	M		54	48
12 M 56	54			M			44
Average temperature	yeste	rday					48%
Average tomperature	for o	corresp	on	ding	date	las	6 55 163
year							5436
			-	MERO UTO			

ART MATTERS. THE CLAGHORN COLLECTION.

The fine collection of pictures belonging to Mr. James L. Cigbborn, of Philadelphia, which has attracted so much notice from art connoisseurs since it was placed on exhibition at the Kurtz Gallery, will be sold at auction on Wednesday and Thursday evenings next, at Association Hall. The collection is a largely representative one, containing good pictures by the best known artists of the American and European schools. Among the best known men represented are Achenbach, Alma Tadema, Bougereau, Brion, Bierstadt, Brillouin, Boughton, Rosa Briton, Rierstadt, Britouin, Bougaton, Rosa Bonheur, Corot, Church, Chavet, Comte-Calix, Diaz, Daubigny, Dupré, Inness and Knaug. Nor are the younger men lorgotten. Adrien Moreau's charming figure of "Springtime" combines sweetness and freshness of design with an excellent tochnique. It is one of the most charming works in the collection. Andreas Achenbach's "Port Veneri" is in his best style. The cloud effects are immones and the masses are modelled with thorough knowledge. Brun's "Savoyard Girl in Paris" has more pathos than we usually find in French works of this class. This picture is as unassuming as it is meritorious. Eugene Ciceri contributes a fresh bit of woodland, very strong in color, and a charming "View on the Oise," in which the cloud effects are happily rendered. "The Bashful Lover," by Worms, is a clever and humorous sketch of low Spanish life, set down with honest directness on canvas. Burnier's "Scene on the Dutch Coast" is a fine, broadly painted work. A small work by Dupre displays some of the best quality of French art. It is full of sentiment and remarkably strong in color. The gem of the collection is, however, Zamaco's "Disputed Point," which shows us three court jesters playing at cachonette. The figures are strongly individualized, and made to tell the story with directness. Few private collections that have come before the public for sate have had equal claim to interest with this of Mr Claghorn's. Corot, Church, Chavet, Comte-Calix,

THE KOUN COLLECTION. One of the ovenest and best selected collections which has lately been effected for sale is that of Mr. Adolf Kohn. It is made up wholly of new works, by the best known artists of the European schools, and many of the works are of the Lignest order. This collection will be sold to-morow evening at Clinton

OBITUARY.

M. C. MARCHAL [From Galignani's Messenger (Paris), April 3.]

The suicide of M. C. Marchal, painter, is announced.
It was committed on Saturday, in his studio, by blowing out his brains with a revolver. He had returne nome about half-past one in the afternoon-the place serving him for lodgings as well—and then appeared in a cheerful mood, having made some laughing remark a cheerful mood, tacting made some isolar leaguing related to the porter as he passed in. At seven in the evening he was found stretched on the bed, with the right temple pierced with a builet, his pendant arm having let go the weapon with which the terrible act was effected. He had borrowed the pistol from a friend, and had written on a visiting card a few words of thanks for that last service. Everything in the studio was methodically arranged; the pictures were on the casses as if visitors were expected, and on the mantelpiece were letters addressed to MM. Noriac, Joubert, Dimass, Jr., Brebant and Boussaton, containing words of adeu from the unfortunate artist. The success attending his works may be remembered, and among them we may mention the "Servants' Fair," the "Choral of Luther;" and, in a style less elevated but popular, nevertheless, "Penclope and Phryne," and "Evening and Morning." The supposition is that he succumbed to the discouragement which sometimes seizes on even the strongest natures; he had not prepared anything for the Exhibition of the present year; all that can be said with certainty, however, is that within the past few months he frequently complained to his friends of his failing sight. to the porter as he passed in. At seven in the evening

(From the Levant Herald, March 21.] De Naranzi, the well known Pera (Constantinople) physician and secretary to the Superior Council of ficalth, committed suicide on Thursday afternoon. He was a member of the Pera Club, the "Sport He was a member of the Pera Club, the "Sport Oriental," and lived in one of the upper rooms of the club, in the Grand rue. On returning home on Thursday, shortly after one o'clock, he proceeded to his room, where his servant found him about four o'clock dead, with a small pocket pistol by his side, which he had evidently placed in his mouth and discharged, inflicting fatal injuries. The report of the pistol had not been heard, and the unhappy gentieman was quite dead when he was discovered. No paper-of any kind was found disclosing his motive for this sad act, and his friends are at a loss to conjecture what could have been the cause of it. It is rumored that he sometimes speculated on the Bourse, and but a small sum of money was found among his effects.

THE RISHOP OF BLOIS. The decease, at Blois (Loirset-Cher, France), is announced of Mgr. Pallu du Parc, Bishop of that diocese, at the age of seventy-two years, from an attack of apoplexy. He was Superior of the important training school for priests at La Rochelle when he was pro-moted to the Bishopric in 1850.

SISTER MARY DE GONZAGA.

Sister Mary De Gonzaga died at the Convent of Mercy on Thursday last, aged thirty years, after having served ten years as a Sister of Mercy. Her family name was Frederica A. Thilomann. She was a graduate of Grammar School No. 53, of this city. She had suffered for five years from consumption, but died perfectly happy, surrounded with all the consolation offered by the holy order to which in ner youth she had been a walled.

AN OWNER WANTED.

An owner is wanted at Police Hendquarters for a black cashmere dress pattern, fifteen yards; a black enamelled bracelet, one double-cased silver watch, jet breastpin, a locket and a steel chain. Yesterday De-tective Wood arrested Benjamin Price, of No. 426 West Thirty-second street, in Waverley place, having these things in his possession.

THE FINAL PROPOSITION OF THE BROTHER HOOD MEN REJECTED-INAUGURATION OF THE STRIKE-EFFECT ON THE BUSINESS OF THE BOAD AS STATED BY THE COMPANY-PUBLIC SENTIMENT WITH THE ENGINEERS.

[BY TELEGRAPH TO THE HERALD.] POTTAVILLE, Pa., April 15, 1877.

The Committee of the Brotherhood of Engineers in the employ of the Philadelphia and Reading Raifroad Company met Mr. Wootten, General Manager, at Reading yesterday, and presented to him their final proposition. In this they recognized his right as their official supervisor in everything that pertains to the executive operation of the Philadelphia and Reading Raifroad and leased lines, for the purpose of efficiency and discipline, to inflict punishment for the infraction of the rules and regulations governing employes. They then announced that they would not accede to the demand made to leave the Brotherhood, and stated that "We would do violence and dishonor POTTSVILLE, Pa., April 15, 1877. and stated that "Wo would do violence and dishonor to an intelligent manhood were we to accept anything less than the withdrawal of said circular and the reinstatement of all those previously mentioned and those of the Brotherhood who had left the company's employ." They also demanded that there should be no discharges for any action that the men may have already taken, and asked an immediate reply.

REPLY OF THE MANAGER.

Mr. Wootten replied emphatically the circular would not be withdrawn, and was notified that at midnight the Brotherhood engineers and Bremen would go off duty in a body, first taking all trains to their destinations, on duty. All trains in this vicinity were run, however, on time by men who had been held in reserve for any

and this they did. To-day no Brotherhood men were on duty. All trains in this vicinity were run, however, on time by men who had been held in reserve for any emergency. As only a few passenger trains are run on Sunday the success of to-day is not proof that the strike will not embarrass the company to-morrow.

NEWS OF A SUPERINTENDENT.

A HERALD reporter called to-day on Superintendent Wheeler at Palo Aito, who has charge of dispatching coal trains, and was informed that he has full confidence in his ability to run trains regularly. He apprehends no cessation in coal shipments. A large number of the engineers and firemen in this vicinity are Catholics, and owing to a law of the Church have not belonged to the Brotherhood. They are ready for duty although they sympathize with the strikers and unless they are influenced by their sympathy and promises of support will greatly assist the company in the struggle.

**On none of the branch roads in this vicinity is any serious trouble anticipated, unless it be the Catawissa branch, which is something of a "dark horse." yet Geogral Despatcher Eliz to-day stated that he had no doubt he would be able to run all the trains he would desire to run. This statement is, however, denied by the men, who claim to have made converts from the ranks of the men held in reserve by the officials.

The strike on the Reading and Columbia branch is to general that last night Superintendent Van Lew had himself to take out a passenger train. This fact is pointed to by the men as an indication that the company are worse off than they confess they are.

PUBLIC SENTIMENT.

The news of the strike was received here to-any with much surprise, and it is conceded that the men have disnized good generalship. They were very quiet and suffered the impression to be created that they would yied, and then, having resolved to strike, they strack at once. Public opinion here, as far as expressed in the streat, is altogation here, as far as expressed in the streat, is altogation of the Roading Railro

out this intellect.

SUMMARY OF THE SITUATION.

On summing up it may be said that the men having assurances of support from the Brotherhood, will not yield at any time. The result of the meeting in New York Saturday night, reported in to-day's Herald, was engerly read here and has given the men much satisfaction.

was eagerly read here and has given the men much satisfaction.

RECENT WRECKS ON THE ROAD.

It is a singular circumstance since the issuing of the circular by Manager Wootion that there have been very costly wrecks of coal trains on the Reading Road. Yesterday week a loaded coal train was wrecked below Auburn, and more than thirly knocked into splinters. The track was torn up and the coal scattered in all directions. Last night an axie broke on a car of a loaded coal train which was tollowing was not signalled, and ran into the stationary train, smashing the engine of the last train, wrecking a large number of cars, tearing up the tracks and scattering the coal. The losses by these accidents will run up into the thousands of dollars.

THE CONFLICT IN PENNSYLVANIA-STRENGTH OF THE BROTHERHOOD, SCRANTON, Pa., April 14, 1877.

The impending conflict between the Philadelphia and Reading Railroad and the Brotherhood of Locomotive Engineers, is watched with the most intense interest, not only by railroad men, but by the re labor and capital in every calling. The Brotherhood is regarded by those acquainted with its strength as the ne plus ultra of labor organizations, and it is generally conceded that if the Philadelphia and Reading Railroad Company is successful in breaking it up then there is no longer any hope for labor seeking to cope with capital, or organizing to redress its wrongs. In a similar way the Reading Railroad Company struck at this formidable labor society as being worthy of its rteel, and assured that if it came out victorious from this contest the problem of dealing with "unions" in the future was solved. The engineers on other roads are confident that the company will not succeed this ime, and an old veteran doing duty on the Delaware, Lackawanna and Western road remarked to me to-day, while speaking on the subject, that President Gowan made a mistake when he declared war on the Brother hood. "He thinks," said my bronzed informant, "that he will be successful in bull-dozing the Brotherhead same as he whipped the miners into submission but he is mistaken. There is not one of us in the United States or Canada that won't cheerfully subscribe one-third his pay if need be to support the boys in a twenty years' war against the road-yes, for life rather than give in and throw up our grand organiza-

STRENGTH OF THE UNION. "How strong is your organization?" "Well, I be-Heve there's about 18,000 of us all told in this counlieve there's about 18,000 of us all told in this country and Canada, so that it would not cost us much apiece to keep the 400 men employed on the Reading. The men are just solid, and they ain't agoin't be bamboozled by the fair filmsy bait held out by Mr. Gowen."

"I see the company are about to establish benefit and life assurance associations for all their employed," I said. "Ah, that's all gammon," was the quick response. "It is easy for them to establish insurance and benevolent associations from the amounts they will be able to reduce their workingmen's wages when they have them under their thumb. If they cut down an engineer's salary \$30 a month, what is easier for them than to be benevolent to him to the value of \$5 or \$10, as the case may be?"

"The Brotherhood are determined, then, to stand by the men of the Reading road?"

"To the last, you may be sure. I want you to correct in the HERALD a statement I see going the rounds of the papers to the effect that the men are giving in to the company. They won't do it. Their delay is caused by the action of the committees. You see, we don't act in a hurry or without proper consideration; but when we do not you may be sure won't go back on ourselves."

Several other engineers with whom I conversed to ascertain the state of sentiment among the men expressed themselves to the same effect and have untimitted faith in the strongth of their organization, to which they are devoted with enthusiastic loyalty. try and Canada, so that it would not cost us much

pressed themselves to the same effect and have unimited faith in the strength of their organization, to which they are devoted with entbusiastic loyalty.

ENNEYITS OF THE BROTHERHOOD.

Aside from its character as a labor union the Brotherhood offers allie insurance scheme, to which the entrance fee is fixed at a moderately graduating scale, according to age. For a mian of twenty-one years the entrance fee is \$3; thirty-five years of age and over, \$10; annual dues, \$223. This entitles the holder of a policy to \$3,000. On the death of a member there is an assessment of \$1 each made among the surviving brethren and it is always paid freely. Out of every \$5 thus paid in \$4 are used directly and the balance paid into a surplus fund. If a member should be thrown out of work he does not fortest his policy, neither is it forfeited by the disabilities or misfortunes of age. During its history for the past fourteen years the Brotherhood has never failed to pay its insurance claims of \$3,000 in every case. Into what is known as the widows, orphans and disabled engineers' branch there is an assessment of \$100 cach per annum paid. Last year a surplus of \$95,000 was transferred to the willows' fund which is created by a sinking fund, together with small contributions and the carnings of the Engineer's Monthly Journal. A willow with one child receives \$150 a year; with two children, \$200; with flyu children, \$400, and extra assistance if required. The families and orphans of decased members are cared for with a friendly hand, and in this as in other respects the Brotherhood surpasses any labor organization ever established in the New or the Old World.

A Board of Trustees has charge of the charity funds.

The principal officer of the organization at present is Mr. P. M. Arthur, of Cleveland, who is Grand Chief Engineer, and receives a salary of \$3,000 a year. The organization pays its officers well and is thus enabled

a bronze statue, which will be unveiled July 27, 1877, | STRIKE OF THE ENGINEERS. | to maintain men of ability, who are beyond the power

to maintain men of ability, who are beyond the power of the corporations, to transact their business.

OFFORTION OF THE HALLBOAD COMPANIES.

The aggressive move, although made by the Reading Railroad Company, is one contemplated seriously by all the railroad corporations for some time past. The Brothernood of Locomotive Engineers has been their better and the seriously of the Reading company only has opened hostilities it has the moral support of every railroad company in the United States and Canada. It has been a noticeable fact in this region that while every other class of mine and railroad employes were reduced in wages as much and as often as their masters saw fit, the wages of the locomotive engineers have not been touched lest a strike should be precipitated. None are better aware of the influence of their Order than the engineers themselves, and it will be a war a Poutrance before they permit it to be broken. President Gowen has thus far shown himself and the corporation of which he is President invincible in dealing with labor organizations and socret societies. He has expelled the Workingmen's Benevolent Association from the Schuyikill region, has scattered the formidable forces of the Molly Maguires, and now, anxious for fresh fields to conquer he turns his attention to the Brotherhood of Locomotive Engineers the grandest, strongest organization of workingmen. The struggle with the Brotherhood is one that comes home to every one who travels—and who does not in these days?—so that the public cannot afford to be a disinterested spectator in the coming conflict. The fight is inevitable. Mr. Gowen will pursue it to the end. The Brotherhood will not recede from its dignified stand no matter what threats or inducements the Reading Railroad may hold forth or propose.

"ONE BLOW OF MY FIST."

PROBABLE HOMICIDE GROWING OUT OF A TRIVIAL DISPUTE.

Two men, who have hitherto borne excellent reputa tions, have been placed in sad predicaments as the result of a barroom discussion. One of them, Joseph A. Brady, was taken home in a dying condition, and The latter, James Lanahan, is flity-eight years old, a laborer, and resides at No. 2,226 Second avenue, and was formerly an employe of Mr. Brady, who was a well known contractor. The two men met on Saturday quarrelled over the nonpayment of money owed by Brady to Lanahan, and exchanged blows. Brady shock rendering him insensible, and it was atterward found that his skull was tractured. Lanahan was held.

HISTORY OF THE CASE.

It appears that Mr. Brady, who resided at No. 117 East 113th street, was a builder, some of whose late contracts have not turned out well; so he became embarrassed, especially on one contract for the construction of city baths last summer, on which Lanahan and
others had been employed. Brady got his money in
trifing sums from the city; therefore he could not pay
his bands promptly, some of whom cajoined his continuing the work until they had been paid. Lanahan
was not of the number. He had faith in Mr. Brady's
honesty, and all might have gone well between
them had they not met on Saturday evening
at Riley's saloon, in East 113th street.
Brady was somewhat intoxicated and quarreisome,
and when Lanahan dunned him for the \$111 due him
became abusive, declaring that he would never pay
him at all. A war of words followed, and Brady, a
much larger man than Lanahan, threatened to strike
the latter. The bartender would not allow them to
fight in his place, which Brady shortly alterward left.
Lanahan tells the remainder of the story himself. He
said to a Hxrald reporter yesterday in the prison that
he did not leave the saloon for more than half an
hour after Brady. On going out doors he observed the latter standing on the opposite corner of Second avenue, evidently waiting
for the prisoner, who tells the story himself way:—
"Brady, as soon as he saw me, turned and began
abusing me. He struck at me with his right hand,
which I attempted to dodge but failed to do, inasmuch
as the blow fell on my shoulder. I struck back, hitting Brady in the face one blow of my fist and knocking him down. He came down on the sidewalk with
an aviit sound and the blood flowed from one of his
ours. I got frightened, ran home and went to bed.
About three o'clock yesterday morning Officer Thompson, of the Twellith preclinct, took me to the station
house, where I was locked up."
Yesterday the contractor, took me to the station
house, where I was locked up."
Yesterday the contractor, tragments of his broken skul
press so heavily on the brain. Lanahan is a small
man and Brady is very large.

A COMPOSITOR'S SUICIDE. barrassed, especially on one contract for the construc

A COMPOSITOR'S SUICIDE. Harry C. Shales, a compositor, who has been in ill ealth for some weeks past, shot himself at his residence, No. 157 Sixth avenue, at an early hour this

dence, No. 157 Sixth avenue, at an early hour this morning. He had been out of work for some time, and is supposed to have committed the act in a fit of depression. The bail entered the left side, inflicting a severe wound. He was taken to the New York Hospital, where his injuries were pronounced tatal. Shales was twenty-six years of age and a native of Wisconsia. In one of his pockets was found the following letter, addressed to two of his friends, inmates of the house:—

MY DRAK FRIENDS:—Please try to judge me lenicutly. You do not know—no one will ever know—sil the circumstances that drove me to the step I now take. You have been good friends to me, far better than I deserved.

IARRY C. SHALES.

NEW YORK, April 15, 1877.
To JOHN F. GALE and THOMAS BLAKELY. Another scrap of paper was found in his pocket, requesting his roommate, fiale, to conceal, if possible, the manner of his death.

AN OUTCAST.

Roundsman McCarthy, of the Fourteenth precinct, while passing No. 41 Spring street, a tenement buildman was lying dead in the cellar. The officer went in and found a poor wretch in a most filthy condition, clothed in rags. He was quite dead, having evidently died of starvation. It turned out that his name was william Gerard, the stepson of the lady who keeps the De Soto, in Bleecker street. Intemperance and bad habits turned his friends against him and left him destitute. He was only twenty-five years old.

FATALLY INJURED.

Morton Grey, a driller on the Pennsylvania Railroad in Jersey City, was at his post at half-past three o'clock he was run over and learfully mutilated. One of his legs was completely severed. He was conveyed to the City Hospital, where the physicians pronounced his injuries fatal.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE PROM NEW YORK FOR THE MONTHS OF APRIL AND MAY. Steamer. | Sails. | Destination | Office.

Montana	(April 17.	Liverpoot	29 Bronuway
St Laurent	April 18.	Havre	55 Broadway
Algeria	April 18.	Liverpool	4 Bowling Green
ireeue	April 150	London	100 Broadway
Spevia	April 19.	Hamburg.	61 Brongway
state of Indiana			72 Brongway
ormanic		Liverpool	3/ Broadway
	I April 21	Liverpool	15 Brondway
lity of Brussels	April	Glangow	7 Bowling Green
thiopia	April 21.	Bremen	2 Bowling Green
Lain		Liverpool.	(h) Broadway
main	April 21.		29 Broadway
Visconsin		Liverpoot	
ille de c'aris	April 25.		55 Broadway
tothnin		Liverpool.	4 Bowling tireen
larumonia	April 26.	Hamburg	61 Broadway
dysia	(April 28.	London	7 Bowling Green
saltic		Liverpool	37 Broadway
ity of Berlin	April 28.	Liverpool	15 Broadway
Veser	April 28.	Bremen	12 Bowling Green
ictoria	April 28.	Glasgow	7 Bowling Green
Vyaming	May 1	Liverpool	20 Broadway
byssinia	May 2.	Liverpool	4 Bowling Green
erder		Hamburg.	61 Broadway
tate of Penn'a		Glasgow	72 Broadway
drintle		Liverpool	37 Broadway
	May 5	Glasgow	7 Bowling Green
olivia		Bremen	2 Bowling Green
mel			69 Broadway
gypt	May 5.	Liverpool	50 Broadway
Colund	May 10.	Rotterdam	
Vieland		litamburg	61 Broadway
tate or Virginia.		Glasgow	72 Broadway
evada		Liverpool	29 Brondway
Itopia	May 19.	London	7 Bowling Green

BY NOTICE TO CAPTAINS OF VESSELS IN THE of vessels engaged in the coasting and foreign trade observing the displacement or removal of sea buoys are requested ing the displacement or removal of sea buoys are requested to communicate the fact to the Herath, so that it may be brought publicly to the attention of the proper authorities. A letter addressed "To the editor of the Herath, New York city," giving as accurately as possible the number and position of displaced buoys or the cause of their removal, will suffice in all cases observed along the Atlantic and Pacific coasts of the American Continent. When they are observed on the coast of European countries or in the Mediterranean it is requested that information be sont either by telegraph or letter to the Lendon office of the New York Herath, 46 Fleet street, London, or to the Paris office, 61 Avenue de l'Opera, Paris. Where the telegraph is used despatches or letter to the London office of the New York Perhall, to Pleet street. London, or to the Paris office, 01 Avenue de l'Opera, Paris. Where the telegraph is used despatches may be addressed "Bennett, 46 Fleet street, London," or "Bennett, 61 Avenue de l'Opera, Paris." Where causes of displacement are observed in the waters of countries Leyond the reach of the telegraph, as in Asia or Africa, capitains may communicate with us upon reaching the first convenient port. This information will be cabled free of charge to the Herald had published.

**3"NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The New York Herald has adopted a distinguishing Coston night signal for use on board the Herald steam yacht, showing while burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant Captains of vossels, upon seeing this signal, will oblige us by preparing any marine news they may have for the Ship News Department of the Herald.

**3"Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels care of Herald news yacht, Pier No 1 East River, New

York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK-THIS DAY

PORT OF NEW YORK, APRIL 15, 1877. ARRIVALS.

EPORTED BY THE HERALD STEAM VACHTS AND HERALD WHITESTONE TELEGRAPH LINE WHITESTONE TELEGRAPH LINE

Steamer City of Brussels (Br), Watkins, Liverpool April
5 and Queenstown 6th, with mole and 147 passengers to J
G Dale. April 7, lat 51, lon 14 42, passed steamer Hecla
(Br), from Liverpool for New Yors; 10th, lat 47, lon 39 54.
a 3-masted schooner-rigged steamer, bound E; 13th, lat
42 53, lon 59 55, steamer Idaho (Br), hence for Liverpool;
14th, lat 41 16, lon 66 42; exchanged night signals with a
steamer, bound E, showing two blue and one white light;
same time a steamer, bound W.

Steamer Spain (Br), Graco, Liverpool April 4 and Queenstown 5th, with midse and 201 passengers to FW Hurst.
April 14, 370 miles E of Sandy Hook, passed a German
steamer bound E. April 14, 370 miles E of Sandy Hook, passed a German steegare bound E.

Steamer Wyanoke, Couch, Richmond, City Point and Norlolk, with miles and passengers to the old Dominiou Steamer Elile Knight, McCroory, Philadelphia, with miles to Hogert & Morgan.

Bark Charles Cox (Br), Cox, London March 17, in ballast to order. Is anchored in the lower bay for orders.

Bark Pacellic (Nor., Harris, Gloucester March 19, in ballast, to Fouch, Edye & Co. Is anchored at Sandy Hook for orders.

roses. Bark America (Ger), Koper, Leith, Narch 23, in ballast, o Il Koop & Co. Is suchored in Gravesend Bay for orars. Bark Georgie (Br), McBride, Bremen 25 days, in ballast, to J.W. Berteaux. Had fine weather. Bark Sakoto (Br), Gondy, Antwerp March 10, in ballast, o Boyd & Hincken. Is anchored in the lower bay for orders.

Bark Edouard (Ger), Helenbeck, Hamburg 24 days, with
make to H Koop & Co. Had fine weather.

Bark rortuna Rispoil (Ital), De Martino, Hamburg 31
days and the Lizard 17 days, in ballast, to Funch, Edye &
Co.

Co.

RETURNED—Steamer Huntaville, Weir, which salled hence
14th for St Johns, PR. Same day, PM, while passing out
the Hook, touched on the bar and carried away sterupost
and rudder; she drilted to the Highlands, where she was
taken in tow at 10:30 AM yesterday and brought to the
city.

PASSED THROUGH HELL GATE. BOUND SOUTH.

Schr Basecokle, Carwell, Sarragansett Pier for New York.
Schr S M Tyler, Hart, Providence for New York.
Schr Advance, Johnson, Providence for New York.
Schr Advance, Providence for New York.
Schr Advance, Providence for New York.
Schr John Stockham, Hart, Frovidence for New York.
Schr Paseitine, Howe, Providence for New York.
Schr Fasigle Todd, Williard, Providence for New York.
Schr Constitution, Young, Providence for New York.
Schr Constitution, Young, Providence for New York.
Schr Mightingale, Garcoll, Froudence for New York.
Schr Kine Scranton, Palmer, Providence for New York.
Schr Kine Scranton, Palmer, Providence for New York.
Schr Gornellas, Huntley, Nowien for New York.
Schr Cornellas, Huntley, Nowien for New York.
Schr Fanny Fern, Santon, Providence for New York.
Schr Fanny Fern, Santon, New London for New York.
Schr Fanny Fern, Santon, New London for New York.
Schr Hunty Fern, Santon, New London for New York.
Schr Genry Genry Hunty, Middletown, Ot. For New York.
Schr George Gillum, Hamilton, Porvisind, Ot, For New York.

York. C II Northam, Hubbard, Portland, Ct, for New York, Nehr E M Dugdeld, Chattleid, Portland, Ct, for New York. Schr F G Dow, Crowell, New Haven for Philadelphia. BOUND EAST.

Brig Ivanhoe (Br), Kilpatrick, New York for Santander Brig Ivanhoe (Bri, Klipatrick, New York for Santander (and anchored on Flushing Bats).
Schr Maggie L (Bri, Beid, New York for St John, NB.
Schr Hace, Baker, New York for Salem.
Schr Bero, Baker, New York for Salem.
Schr Magglen, Dale, New York for Providence.
Schr Joseph P. Hoss, Horton, New York for Providence.
Schr Joseph P. Hoss, Horton, New York for Taunton,
Schr D Currie, Pesse. New York for Connection River.
Schr Mott Havon, Collina, New York for Eastport.
Schr I H Borden, Baker, New York for Fail River.
Schr Joseph Holl, Hamilton, New York for Portland, Ot
Schr Joseph Holl, Hamilton, New York for Portland, Ct
Schr Hackstone, Wixson, New York for Providence,
Schr E Arcularius, Hail, Weenawken for Hurricane
Island.

land. Schr Savoy, Richardson, Hoboken for Avery, Mass. Schr Win B Darling, Pendleton, Hoboken for Belfs Schr Abbie K Bentley, Mehaffey, Hoboken for lence. Schr Marietta Hand, Smith, Hoboken for Port Jefferson, Schr A Bartlett, Smith, Port Johnson for Boston, Schr Samnel H Sharp, Webb, Port Johnson for Boston, Schr H L Curtis, Bartlett, Port Johnson for Hingham, dass.
Schr Porto Rico, Armstrong, Port Johnson for Portland.

Schr Forto Rice, Alabett, Port Johnson for Boston.
Schr Isata, Ulneks, Port Johnson for Boston.
Schr Schra, Ulneks, Port Johnson for Orient, LL.
Schr Vankee Doodle, Rose, Port Johnson for Orient, LL.
Schr Darius Eddy, Coomba, Rondout for Bangur.
Schr Mary Emma, Sawyer, Newburg for New London.
Schr D Sawyer, Cummings, Philadelphia for Portland, Schr Charlotte Fish, Barrett, Wire River, Md. for Bath, Schr Geo & Prescott, Guptil, Amboy for Yinai Haven, Schr L Brewster, Smith, Amboy for Portiand, Me. - Sailed from Whitestone, Ll. AM-Brigs British Queen Bri, New York for Cornwallia, NS; U R Burgess (Br), do or St John, NB; Dart (Br), do for Cudiz.

SAILED. Ships E W Stetson, for London; Harvey Mills, San Francisco; barks Hattle M (Br), Naples; Morning Star, St Jago; heveilo (Br), Doboy, Ga; brig ravorite, Barbados.

Also sailed, barks Frances Hilyard (Br), for Have; Inca (Ger), Trieste; Syringia (Br), 85 John, NB; brigs Sarah Crowell (Br), Ponce, PR; Sirius (Br), St Johns, NF; Edith Hall.

Wind at sunset, S; at 10 PM, SW. Barometer at sunset, 30.10; at 10 PM, 30.13,

MARITIME MISCELLANY.

STEAMER GULF STREAM, Crowell, which left Charleston 11th inst for New York, returned to Charleston night of 14th, having tost her deckload and sustained some damage to her upper works, but her bull is uninjured. Capt Crowell reports the gale the heaviest he has ever known.

STEAMER VIRGINIA, Huntley, at Charleston April 12 from Philadelphia, reports:—On Monday, 9th, about 3 AM, during a terrific gate, was compelled to heave ship to for 39 hours, during which time a larve piece or wreek, seemingly the top of a cabin, painted white, drifted past the steamer. Capt Hunter states that he has never before experienced such a violent storm, the waves at times mounting so high that vessels apparently within a distance of 300 yards could be plainly discerned at one moment and then would suddenly disappear.

suddenly disappear.

NYRAMER FALCON, Kirby, at Charleston April 12 from Baltimore, reports:—Passed on the 11th two large schooners ashore on Chiccsmic mice, 23 miles N of Hatterns, and a large quantity of lumber allost and a yaw host bottom up, much broken. The wind the day before had been blowing a gaie from NE, and it is supposed they must have lost their deckloads and been driven ashore by the gale.

STRAMER HERMAN LIVINGSTON, at Navannah 15th from New York, encountered the late gale off Cape Lookout, and lost her paddle boxes.

SHIP SYRIL, 875 tons, built at Medford in 1851, has been sold on private terms.

SHIP BLUE JACKET, Percival, from San Francisco for New York, previously reported as reloading at Rio Janeiro March S, would be ready for sea about ten days from that date.

date.
Ship Grander, Shillaber, from New York, at Melbourne Seb 24, collided with an iceberg in lat 49 25 N, and ion 2 K and damaged bows and took a quantity of fee on board. The ship made no water and, after a short delay to repair damages, resumed her voyage to complete renairs at Mel-RARK EDWARD ALSRO, 394 tons, built at Pictou, NS, in 1804, has been sold to parties in this city, for Norwegian

NARK EDVARD ALBRO, 394 Ions, built at Picton, NS. In 1844, has been sold to parties in this city, for Norwegian account, on private terms.

Bank W C PARKE, of San Francisco, left Port Gamble on Ang 12 hast for Adelaide, since which time nothing has been seen or heard of her, and as she is now 246 days out, and may be put down as among the missing. This vessel was formerly the German bark Max, and was sold at San Francisco. She was always considered a good substantial vessel, and was insured for \$10,000. Her cargo and freightmomey was insured for \$10,000. Missing a total loss to the insurance companies of Sin Francisco of \$22,000. Capt Blackstone was her commander, a gentleman who has been many years on the California coast, and is probably lost with his entire crew.

BRIG MATILDA, Haynes, from Perth Amboy for Portland, put into Salem April 12 leaking badly, having struck on the Londoner.

Londoner.

RIIG WN ROBERTSON, from Boston for East London, which put into Harbados prior to March 28, was dismasted in a gale and arrived under Jurymiss. Her repairs would be completed about April 10. Cargo not damaged.

SCHE LOVER PRACOCK, from San Francisco, condemned at Auckland, has been sold to colonial owners, repaired and placed under the British flag.

placed under the British flag.

SCHE CLARA E HEMGEN, from Savannah for New York, put into Charleston 15th inst with loss of salls, boat and provisions and otherwise damaged.

SCHE GEO CHURCHMAN, from Union Island for Philadelphis, put into Charleston 15th last with loss of sails and boat and four feet of water in her hold.

Schen Arriver, Day, from Georgetown, SC, for Philadel-phia, put into "avannah 15th, having lost sails, bost, but-wares, check lood and part of her main cargo in the hurricane of the 13th and 14th tust. warsa, deckload and part of her main cargo in the Burricane of the 18th and 14th inst.

Sonn Wx H Thorndrik, Cushman, from Satilla River for Philadelphia, which put into Charleston April 12 in distress, reports:—Left Satilla, Thursday, April 5 and had caim weather until Sunday, Sth. when experienced a strong gale, accompanied by heavy seas, vessel under double reefed satis during this time; the gale having increased, the vessel commenced leaking 1800 strokes an hour; on Monday the blow continued, and at 8 PM the wind changed to NW, accompanied by thmoder, lightning and rain; kept men steadily at the pumps; the gale continued on Tu-sday with a terrific sea, rain and hall; at 6 PM found leak increasing and the men, who had been constantly working both pumps, were completely exhausted; at 7 AM Wednes day, thought it advisable to hear up for Charleston, the wind at the time blowing strong from NE, Cape Lookout bearing W by S 30 miles distant.

bearing W by S 30 miles distant.

Five-eighths of schr Cornellis, of Marbiebead, 148 tons, built at Chatham, Ct. In 1811, now at Providence, has been sold to Captain Jabez Lyon, of Nyantick, NY, at the rate of 8930. She will hereafter hall from Providence, ander command of Captain Lyon, late of sloop North America.

BALTINORE, April 14—Steamer Goo Appold reports that when she passed the apparently abandoned schr Mary Mankin a boat, supposed to belong to her, was tyling estern of abork one mile to leeward. A heavy ESE gate was blowing at the time.

SAN FIRANCISCO. April 3.—The

blowing at the time.

SAN PRANCISCO, April 8—The ship Frank Jones is nearly stripped of her spars and rigging. There are some prospects of her being gotten off the heach.

QUICK PASSAGE—BACK Elimiranda, Capt Lampher, made the passage from New York to Damedin, NZ, in 89 days. She crossed the Equator in 20 days from New York and the meridian of Cape Horn in 53 days.

LAUKCHED—At South Bristol 7th inst, from the yard of A & M Gamage, a fine clipper schooner of about 32 tons, intomed for the fishing business, and owned by parties in Portland.

SHIPBUILDING.—At East Boston, Mr. Justin Taylor's two ships of 1,200 tons each, are parily plauked and ceiled to the lower deck. Musra, Campbell & Brook's ship of 1.000

tons is celled to the upper deck and partly planked. Ma Robert K. Jackson's two ships of 1.200 tons each are both in frame and partly celled, and Mr. Abirl Gove's ship of 1.490 tons is partly celled and planked. Mesers, Smith & Townsond are getting out the frame of a ship to be 1.400 tons, which they will build on their own account. The new back Amy Torner, built by them and now owned by Mr. Charles Stemor, has been sheathed with yellow metal and is avain fill.

WHALEMEN.

Arrived at Cape Town, CGH, March 5, schr Roswell Kitg.
Puller, Desolation Island, of and for New London.
Arrived at Honoliul March 19, oark Sea Breeze, Barnes
of NB, with 350 wh and 450 sp.
Salled from Table Bay March 7, schr Emma Jane, Bailey,
of and for New London.
A letter from the 1st officer of bark Mary & Susan, Handv. of NB, reports her at Talcaluana Feb 22, having taken
'90) bbis sp oil last cruise.
Spoken-March 6, last 13 N, lon 37 W, brig E H Adams,
Nest, cf NB, steering SE.

SPOKEN.

Ship Cashmere, from Astoria for Cork, March 13, lat 1 46 N, lou 116 33 W. NOTICE TO MERCHANTS AND CAPTAINS

Merchants, shipping agonts and shipmasters are informed that by telegraphing to the Herato London Bureau, addressing "Bennett, No. 46 Fleet street, London," or to the Paris office, addressing "Bennett, 61 Avenue de l'Opera, Paris," the arrivals at and departures from European and Eastern ports of American and all foreign vessels trading with the United States, the same will be cabled to this country from a charge of these of these

country free of charge.

Captains arriving at and sailing from Prench and Medierranean ports will find the Paris office the more economic cal and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS.

COPENHAGEN, to April 15-Arrived, bark Weljekeset (Rus), Janssen, Bult River. GOTHENBURG, to April 15-Sailed, bark Norway, Mat-

thews, ——. Hamnung, April 13—Sailed, barks Anna (Aus), Vidulich, Upited States; Delfino P (Ital), Landini, do: 14th, Vause, Liverpoot, April 15—Arrived, bark John Campbell (8r),

Eleanor (Br), Partelou, Wilmington, NC.
MARSKILES, April 13—Arrived, bark Alimuri (Ital), Tra-pani, New York via Algiors.
Sailed 13th, bark Martino Cilento (Ital), Lauro; New

PLYNOUTH, April 10-Arrived, steamer Canada (F),
New York for Havre (and proceeded),
QUERNSTOWN, April 15—Arrived, steamer Nevada (Br),
Guard, New York for Liverpool (and proceeded); ship Wasdale (Br), Bley, San Francisco; barks Giano (Aus), Soppa,
Baltimore; Patent (Nor), Morgonseu, Jo.
WATERFORD, April 15—Arrived, barks Guisoppina P
(Tal) Schignatus, Baltimora via Quaenatown.

Sailed from — April 13, barks Prinds Oscar (Nor), Svendsen (from London), Pensacela.

FOREIGN PORTS.

Halipax, April 15—Arrivod, steamer Caspian (Br),
Trocks, Liverpool for Portland.
Kikosyon, Ja. March 30—Arrivod, steamer Claribel (Br),
Ferguson, New York (and salied April 1 for Aux Cayes);
April 3, sohrs Cook Bordon, Luut, Domorara (and salied
5th for New York via Hisck River); 4th, Kate & Luella,
Boosall, Richmond; E H Herriman, Horriman, Mobile.
Salied April 2, barks Edward Cushing, Blekmore, Cuba;
5th, E H Yarrington, Owens, New York via Black Riverbrig Champion (Br); Fanning, Guba.
MELBOURNE, Feb 19—Arrived, barks Confidence, Clark,
New York: 24th, Papilton (Fr), Gionin, Burrard Inlet; Luanilio (Haw), Marston, Port Townsend: March I. Jaques
Cartier (Fr), Gulon, Pages Sound: 5th, M B Tower, Hal1st, Calentia; 6th, Ocean Gem (Br), Hoffman, Quebec.
Salled Feb 0, hark S M Stetson, Curtis, San Francisco via
Newcastle; 15th, ship Lucy S Wills, Fritchard, Champion
Bay. In port March 5, bark Lenta (Br), Bicharde, for Burrard Inlet.

NewCaptle, NSW, Pob 9—Sailed, barks Albert Russell, Carver, Hong Koug; March 5, Helens, Snow do; Uth, Tewkabury L Sweat, Griffin, do; Sth (not 5th), W H Diets, Endicott, do.

In port March 9, bark Josephine, Stahl, from New Zeeland, arrived 4th

PORT ANYONIO, Ja, April 5—In port, sohrs S W Hunt, McFadden; Addle R Warner, Lewis; Tam o' Shanter, Zeluff, Baracoa, McClintock, and Leona, Wiley, for United States, 1dg. ates, ldg. RIO JANKIRO, March 8-Arrived, bark Ellie D (Br), Garwin, Brunswick, Ga.

Synnar, NSW, March 10—In port, steamer Zealandia
Synnar, NSW, March 10—In port, steamer Zealandia
(Br), Smith, for San Francisco; ships West Riding (Br),
Moore, for do (not at Newcastle); Cyclone, Field, from New North of the March 9-Sailed, brig Alwine (Ger), Schade, Santros, March 9-Sailed, brig Alwine (Ger), Schade, Sew York; schr Hermod (Nor). Petersen, do., St Ann's Bar Ja, April 5-In port, schr O M Marrest, Reed, for United States, idg. SHELIGUINE, NS, April 11-Arrived bark Hecia (Br.), Gould, Liverpool.

AMERICAN PORTS.

AMERICAN PORTS.

BOSTON, April 15—Arrived, ship Winona, Bray, Liverbool; bark Kate Williams, Hale, Hobokon; schrs Mary Blusmon, Chave, Sagan; Addie Jordan, Leaviti, do; Freddie Walton, Tuttie, Virginia; D M Anthony, McLane, Richmond; Margie J Chadwick, Crowell, Baltimore; Helen A Ames, Eudicott, do; Nellie C Paine, Pierce, Philadelphis; M T Bryan, Thompson, do; Eliza B Emery, Weeks, do; L A Burlingame, Burlingame, South Amboy; Mabel Thomas, Saunders Hobokon.

BALTIMORE, April 15—Arrived, steamers John S Ide, Jones, Newbern; V W Brune, Foster, New York; barks Maria Luigia (ital), Navarese, Palermo; Asow (Nor), Ruse, Allon; soft Devereux, Haskell, Windsor, NS. W L Abbott, Ludlam, Philadelphis; White Sea, Stober, Fernandina. 14th—Return-d, steamer Gulf Strasm, Crowell, for New York and Geo Churchman, Union Isiand for Philadelphis, both in distress (see Miscellany).

KEY WEST, April 15—Arrived, shins Senator Iken (Ger), Leux, Lievepool; Cherley Baker (Br), Brown, Cherbourg for orders.

Salled—Ship J C Robertson (Br), Seely, Pensacola.

or orders.
Salled-Ship J C Robertson (Br). Seely, Pensacola.
NEW ORLEANS, April 11—Arrived, sohr F C Holder,
Lyman, Rustan; J M Fiske, Turner, do.
Below-Barks Oswald (Sp), and Marpo (Sp), from Ha-15th -Arrived, steamer New York, Quick, New York, SOUTHWEST PASS, April 11—Salled, bark Sparking Foam (Br), for United Kingdom.
PASSES, April 15—Acrived, bark Braato (Nor), Pedersen, Liv-pool.
Sailed—Barks Margarete (Swe), Copenhagen; Gaspe (Br), Liverpool; Pedro Plandolet (Br), do., NORFOLK, April 13—Arrived, ashrs Mary, Jones, New York; Sami Fish, Leol, Rockport; Wm Ailen, Wilson, do: Sami Nash, Harris, New York.
Gleared-Bark Eroc (Ital), Maresea, Marsala; Francesce (Ital), Eodaro, do; brig Sabra (Br), Chariton, Cork or Falmouth.

mouth.

NEW BEDFORD, April 13-Arrived, schrs Rescue, Reliey, Port Johnson.

Sailed-Schrs Ketelle Day, Tracey, Philadelphia; Olive, Warren, New York.

14th-Arrived, hark Josephine (new), Besse, Bath; schri Salied—Schr. Katelle Day, Tracey, Philadelphia; Olive, Warren, New York.

14th—Arrived, bark Josephina (new), Besse, Bath; schr.

14th—Arrived, bark Josephina (new), Besse, Bath; schr.

14th—Arrived, bark Josephina (new), Besse, Bath; schr.

14th—Arrived, bark Josephina (new), York Johnson; John Mattler, Parker, New York.

18alied—Schr. Acacia, Hamlyn, St John, NB, via Portland; J I Worthington, Pitch, New York; W D Mangam, Chase, dog, Lamartine, Trench, do.

15th—Arrived, achrs Henry B Gibson, Dorr, Port Johnson; Wartchild, Gill, dog, Heary Gibbs, Godfrey, Pocussot for New York (and salled).

18alied—Schr. Nicola, Raudali, Hoboken for Portsmouth, NII; Robert B Smith, Sprague, Rondout for Danversport; Mary H Miffin, Perris, Hoboken for Warren.

18th New LOD DON, April 14—Arrived, achrs Maria Fleming, Hoboken for Norwich; Lillie O Wells, New York for Boston.

PORT TOWNSEND, April 6-Arrived, ship Western Shore, McAllep, San Francisco,
PENSACO1:A, April 10—Arrived, ship Paul Boyton (Br),
McMullen, Liverpoot via Key West; barks Skinn (Nor),
Jorgensen, Skien (Norwsy): Belimont (Br), Blagdor, Bristol, B; schr Elizabeth Edwards, Townsend, Galveston,
Salled-Schr Helen Maria, Look, Havana,
11th—Arrived, barks Tenton (Nor), Olsen, Antwerp;
Huntress (Ger), Ahrens, Glasgow; schr Ajaz, Northrup,
Indianola,

Huntress (Ger.), Anrells, Unisagow, selle Ajast, avointrag, Indianolis.
PHILADELPHIA. April 15—Arrived, steamers Ontario (Br.): Bouchette, Liverpool via Halifax; Reading, Colburn, Salom: Empir State, Fhillips, Fall River: Acnes, Smith, New Fort, bart Hillips, (Br.), Kenney, Antwerp: schre sooner, Terk, Visiand: Nellie J Diamoon Smith, Matanass; Alext Young, Hiack, Warren; S. Diamoon, Smith, Fall Rivert Young, Hiack, Warren; S. Joseph Porter, Burroughs, Newhort: M. H. Read, Benson, New Bedford; Eagle, Robbins, bort: M. H. Read, Benson, New Bedford; Eagle, Robbins, Boston.
Stiled.—Stoamer Equator.
Stiled.—Stoamer Equator.
PORTLAND. April 13.—Sailed, bark Henrietta (Br), for Cork: brigs Zebenia, B W Cochraq: schrs Grace Cushing, Alica Dean, and others.
RICHMOND. April 13.—Arrived, bark Rath (Nor), Einer-RICHMOND. April 13.—Arrived, bark Rath (Nor), Einer-RICHMOND.

RIGHMOND, April 13—Arrived, bark Ruth (Nor), Ricorson, Liverpool, brig Laura (Br), Hartigan, do via Delaware Breakwater.

Saised—Sehr Amelia G Ireland, Townsend, New York, Saised—Sehr Amelia G Ireland, Townsend, New York, SaN FRANCISCO, April 7—Arrived, ships Shirigy, Mathews, Tacoma; Otago, de Lion, Port Gamble; barks Idial Wave, Reynolds, Port Madison; Amethyst, Bates, Bellingham Bav; Jean Pierre (Fr), Legasso, Newcastie, NSW; Osmyn, Sannders, Seattle; Revere, McIntyre, do, Sailed—Barks King Philip, Kelton, Port Gamble; J B Bell, Fox, Nexttle.

SEATULE, April 7—Sailed, bark Montana, Peterson, San Francisco. San Francisco.

SAVANNAH, April 15—Arrived, steamer Herman Liv-legston, Mallory, New York; barks Margaretha (Ger), Bra-men; John L. Hasbrouck, Cohb, Romen via Havre: schr Ar-chur, Day, Georgetown, SC. for Philadelphia (see Miscel-thur, Day, Georgetown, SC.

any).
Salled—Bark Oceau (Br), McKenzie, Dobov.
Salled, April 12—Arrived, steamer Williamsport, Wiles, Philadelphia; brig Matilda, Haynes, Perth Amboy for Ortland; schra Ossec (Br), Gerham, and Speculator, Manon, New York for St John, NB; Alcora, Robinson, Machine New York.

th Sailed, steamer Reading, Colturn, Philadelphia, a large fleet of coasters bound S and E.

ACOMA, April 7—Arrived, ship Dashing Wave, Nick-WAREHAM, April 13-Arrived, schr Glide, Garnett, New York. 14th-Sailed, schr N H Skinner, Thrashor, Philadelphia WOOD'S HOLE, April 13—Sailed, bark Sarah E Kings bury, Griffin, Boston.

-FOR SALE; IRON AND WOODEN STEAMSHIPS, Steamboats for day or night routes; large and small am Yachts, Tuzs. Freight Propelers, Ferryboats, &c. FREDERICK C. SCHMIDT, I South William st. MOR SALE-A DOUBLE END STRAN FERRY BOAT

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FOR SALE-THE RENOWNED YACHT ADDIE V.1 WANTED-A SMALL STEAM YACHT, LIGHT Wanght, Address T. S. R., Herald Philadelphia Branch

Hankenson, Philadelphia. Sailed 13th, bark Lottie (Br), Inness, United States; brig